Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr 2013/06/17 : CIA-RDP82-00046R000400500003-9

FW 4-93

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

50X1

COUNTRY	Czechoslovakia		
SUBJECT	Production of DC Traction Machinery at MEZ Vsetin	DATE DISTR.	26 April 1955
		NO. OF PAGES	3
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	

50X1

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

50X1

50X1

LIBRARY SUBJECT AND AREA CODES (12)

3-02-0406	4/55
743.313	27M
2-5/743.313	27M
741.988	27M
2-5/741.721	27M

(4)

C-O-N-F-I-D-E-N-T-I-A-L

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC		ORR EV	X		

(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr 2013/06/17 : CIA-RDP82-00046R000400500003-9

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr 2013/06/17 : CIA-RDP82-00046R000400500003-9

50X1

CONFIDENTIAL

COUNTRY Czechoslovakia

DATE DISTR. 28 Feb. 1955

SUBJECT Production of DC Traction Machinery at MEZ Vsetin

NO. OF PAGES 2

DATE OF INFORMATION

REFERENCES:

50X1

50X1

PLACE ACQUIRED

50X1

THIS IS UNEVALUATED INFORMATION

1. MEZ Vsetin, National Enterprise, in Vsetin (N 49-20, E 18-00) produced electric transmissions, i.e., generator and motor sets, for small locomotives used in industry. The locomotives were built by Stavoloko, National Enterprise, in Radotin (N 49-59, E 14-22). Stavoloko was originally the Kuehmann & Roessmann firm which sometime during the First Republic became the Ferrovia firm. The Ferrovia firm became part of the Tatra concern in 1946 and was given the name Tatra-Radotin Plant.

2. This plant produced locomotives for industrial purposes and other kinds of construction machinery, such as conveyor belts of various sizes. Only about 200 people were employed at the Tatra-Radotin Plant; however, the factory area was relatively large. In 1948, the plant was removed from the Tatra concern and renamed Stavostroj, National Enterprise. Sometime in 1952 or 1953, this name was changed to Stavoloko, National Enterprise. The name Stavoloko indicates that the factory may have discontinued all production other than that of locomotives.

3. The Becher firm in Roudnice nad Labem (N 50-25, E 14-15) also produced small locomotives for industrial purposes. These locomotives were of the same or smaller sizes than those produced by Stavoloko. Becher was the former name of the firm; [redacted] believed the present name was Agrostroj, National Enterprise. 50X1

4. Stavoloko produced two types of locomotives -- BN 50 and BN 25. These were the only locomotives manufactured in Czechoslovakia which were equipped with gasoline-electric drive; all other locomotives had mechanical transmissions. The track width was 500 mm. The BN 25 was equipped with a gasoline engine with an output of 25 hp at 1,500 rpm. This gasoline engine was the product of a small factory, the name of which [redacted] could not remember. The gasoline engine was connected to a type MD 22 18-4 DC generator by means of an elastic coupling. The generator fed a type MUD 32 24-8 DC traction motor which was rated for an output of 14 kw (for a maximum of one hour) at 350 rpm, 255 v. By means of 50X1

CONFIDENTIAL

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr 2013/06/17 : CIA-RDP82-00046R000400500003-9

50X1
Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr 2013/06/17 : CIA-RDP82-00046R000400500003-9

a chain gear, the traction motor drove one driving axle which was joined to the other axle by a connecting rod.

5. The BN 50 locomotives were equipped with a gasoline engine with an output of 40 hp or sometimes 50 hp. The engines were either a Tatra product or a product marked "Slavia". [redacted] had no further information on the origin of the Slavia engine. The engine was flanged against a DC generator, the shafts being connected by means of a fixed coupling. The generator was a type MD 28 15-4 and fed two MUD 32 24-8 DC traction motors, the same type as used in the BN 25 locomotives. The traction motors were connected in parallel. By means of a chain gear, each motor drove one driving axle. Among the main customers for these locomotives were the peat mines in Mydlovary (N 49-05, E 14-21) and the lignite mines in Handlova (N 48-44, E 18-46). 50X1

6. The Sousedik firm, which became MEZ Vsetin in 1946, had produced electric transmissions of the Gebus type to be used in the locomotives. Perhaps 20 or 30 units were delivered by Sousedik. The traction motors were entirely enclosed, had eight main poles only, no auxiliary poles. Main shaft bearings were arranged in the middle of the machine instead of at the sides, which was the usual procedure. The motors were rumored to be a copy of a product of the Gellinek firm, Vienna, which, in turn, was based on a Brown Boveri product. These motors developed several mechanical and electrical defects, particularly sparking and overflashing.

7. When MEZ was created in 1946, the delivery of electric transmissions was discontinued and negotiations were initiated for redesigning electric transmission equipment. The Sousedik generators were completely redesigned for use with MEZ types of DC machinery, i.e., the types mentioned in paragraphs 4 and 5 above. The mechanical part of the traction motor was also redesigned but electrical features were left the same. During 1947 and 1948, the Tatra-Radotin Plant partially redesigned their locomotives to make them more modern and continued to urge MEZ to begin delivery of the redesigned transmissions. However, the MEZ plant was flooded with orders and deliveries were not begun until the end of 1948.

8. The motors as redesigned by MEZ Vsetin proved to be even less satisfactory than those previously produced by Sousedik. Largely because of careless manufacture, the motors developed greater sparking and were even more inclined to overflash. The plant producing the locomotives kept requesting that MEZ Vsetin correct the defects. Specifications were computed for a new type of traction motor for the locomotives; but, as of summer 1954, the plant had not yet found time to manufacture a prototype.

9. During 1953, the Stavoloko firm threatened to discontinue the orders it had placed with MEZ Vsetin and procure the equipment from CKD Stalingrad instead. However, no steps were taken to discontinue this production at MEZ Vsetin as of late summer 1954. [redacted] believed that it would be impractical to procure the equipment from CKD Stalingrad because they could supply only traction motors of their standard design -- a four-pole motor equipped with spur gear instead of chain gear. This motor weighed much more and was much more expensive than the MEZ product. 50X1

10. From 1949 through late summer 1954, MEZ delivered transmissions for a total of about 200 locomotives. The deliveries were supposed to continue at about the same rate. [redacted] did not know how many locomotives of each type were produced; however, the production of BN 25 locomotives was greater than that of BN 50 locomotives. 50X1

Declassified in Part - Sanitized Copy Approved for Release @ 50-Yr 2013/06/17 : CIA-RDP82-00046R000400500003-9